

Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,339 號玖拾叁年十月廿六日光緒十一年十二月廿九日 HONGKONG, SATURDAY, DECEMBER 8TH, 1900. 開埠廿九年十一月卅日香港英價港幣 PRICE \$2½ PER MONTH

RAINIER BEER.

"UNDoubtedly THE BEST BEER THAT HAS YET BEEN BREWED IN AMERICA."

PRICE PER CASE OF 6 DOZEN PINTS } \$13.50
" " " " 4 QUARTS } Net.

A. S. WATSON & CO. LIMITED, SOLE IMPORTERS AND AGENTS.

ESTABLISHED 1841.

CUTLER, PALMER AND CO.
WINE SHIPPERS SINCE 1815.
Who have consigned their Brands to Hongkong for over half a century.
Apply to G. C. ANDERSON,
41 Hongkong, 13, Praya Central

NAPIER JOHNSTONE'S

SQUARE BOTTLE WHISKY
The sale of this good Scotch increases month by month. It is of Superb Quality and of CUTLER, PALMER & CO.'s SELECTION.
See Agents for it:
LANE, CRAWFORD & CO.
Hongkong.

JOHN WALKER & SONS'
FAMOUS KILMARNOCK WHISKY.
This World-renowned Fine OLD HIGHLAND WHISKIES are shipped by CUTLER, PALMER & CO., and are obtainable in Hongkong of G. C. ANDERSON, No. 13, Praya Central, Hongkong, 28th July, 1897.

CUTLER, PALMER & CO.'S
PRICE \$10.75 PER DOZEN
NET

* SPECIAL BLEND * WHISKY
Blend of Selected Distillations of the Finest Scotch Whiskies
Apply to:
SIEMSSSEN & CO. Hongkong.

HONGKONG HIGH-LEVEL TRAMWAYS COMPANY, LIMITED
TIME TABLE.
WEEK DAYS.
7.30 a.m. to 8.30 a.m. Every quarter of an hour
8.30 a.m. to 9.30 a.m. Every ten minutes
9.30 a.m. to 10.45 a.m. Every quarter of an hour
10.45 a.m. to 8.00 p.m. Every quarter of an hour
8.00 p.m. to 6.30 p.m. Every quarter of an hour
6.30 p.m. to 8.00 p.m. Every ten minutes
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.
SATURDAYS.
Extra Night cars at 11.30 and 11.45 p.m.
SUNDAYS.
8.15 a.m. to 10.15 a.m. Every half hour
10.30 a.m. to 11.00 a.m. Every ten minutes
Noon to 2 p.m. Every quarter of an hour
2.45 p.m. to 5 p.m. Every quarter of an hour
Night cars at 8.45 p.m. and 9 p.m. and from 9.45 p.m. to 11.15 p.m. every half hour.
SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central, JOHN D. HUMPHREYS & SON, General Managers.
Hongkong, 1st May 1890.

VICTORIA CYCLE EMPORIUM.
THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLE" CYCLES, and we also supply fittings of every description. Bargains can be had in second hand Machines. Repairs executed with promptitude and skill. Enamelling a specialty.

MCKIRDY & CO.,
43 & 44, Queen's Road East, Hongkong, 3rd November, 1899.

RUNIART PERE & FILS, REIMS
Established 1719.
CHAMPAGNE GROWERS AND SHIPPERS
Ship only the Finest Quality Extra Dry (Green Seal)
LAUTS, WEGENER & CO.
Sole Agents.
Hongkong, 17th May 1895.

GREEN ISLAND CEMENT COMPANY
PORTLAND CEMENT.
\$5.00 per Cask of 375 lbs. net ex Factory.
\$3.00 per Bag of 250 lbs.

SHERWAN, TOMEY & CO.
General Managers.
Hongkong, 2nd July, 1900.

LANE, CRAWFORD & CO.

A VARIED ASSORTMENT OF
CHRISTMAS AND NEW YEAR GIFTS.

FANCY LEATHER GOODS.

ELECTRO-PLATED WARE.

LAMPS AND LACE SHADES, ETC.

AYALA AND ROUSSILLON CHAMPAGNE.

WINES, SPIRITS AND LIQUEURS.

32a]

CUTLER, PALMER & CO.

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:

SUPERB OLD COGNAC,

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY:-

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSSSEN & CO., HONGKONG.

41a]

THE VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

LEMONADE.

SARSAPELLA.

TONIC WATER.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers.

43

COTTAM & CO.

DRESS SHIRTS.

DRESS SHOES.

DRESS TIES.

35a]

SCHLITZ WORLD FAMED BEER

IS THE ONLY BEVERAGE ONE NEVER REGRETS DRINKING.

TONIC AND REFRESHING.

SOLE AGENTS—

WATKINS, LIMITED,

CHEMISTS, AERATED WATER MANUFACTURERS, AND

COMMISSION AGENTS,

HONGKONG.

112a]

CANADIAN CLUB RYE WHISKY.

THIS DESERVEDLY POPULAR WHISKY IS NOW TO BE

OBTAINED IN PINT FLASKS, AND IN THIS FORM WILL BE

FOUND INVALUABLE FOR THE USE OF SPORTSMEN AND

OTHERS.

PER CASE OF 16 FLASKS \$19.00

SINGLE FLASK 1.25

15, Queen's Road, Hongkong, 5th December, 1900.

1606a]

CALDBECK, MACGREGOR & CO.
WINE AND SPIRIT MERCHANTS.

Hongkong, 2nd July, 1900.

1606a]

THE ROBINSON PIANO COMPANY, LIMITED,

Are introducing TWO ORIGINAL DESIGNS of their well-known PIANOS "Made in Hongkong," and as they are gradually increasing their staff of workmen and have always from Fifteen to Twenty Pianos in course of construction, they can now guarantee completion of orders within a few days. Samples can be inspected at our Show Rooms.

Valuable Instruments perfectly restored and modernised.

[2873]

W. BREWER & CO.

NEW BOOKS AND NEW EDITIONS.

Agent for "THE WESTERN UNION TELEGRAPHIC CODE and INTERNATIONAL CABLE DIRECTORY."

China in Decay, by Alexis Krausse \$2.50

As Talked in the Sanctum, by Consul-General Wildman 2.50

Simple Truths: the English Version of a Small Treatise on Political Economy, by Consul-General Wildman 2.50

Angle-Chinese Calendar for 111 Years 3.00

Intimate China, by Mrs. Archibald Little 3.50

Uncle Sam Abroad 2.50

Woman an Artist, by Max O'Rell 2.00

The Cross Triumphant, by Florence Kingsley 2.00

The Anfield, by Miss Bradton 3.50

Three Fair Maids, by Tyrann 3.50

Every Inch a Briton, by Fletcher 2.25

China's Open Door, by Consul-General Wildman 3.50

The Leagues of Ladymith, by Capt. Dixon 2.25

Through the Yangtze Gorges, by Archibald Little 4.50

23 & 25, Queen's Road, Hongkong.

[31]

SANDOWS OWN DEVELOPERS, Agents in China.

ANGLO-CHINESE and SHAKESPEARE CALENDARS.

NEW GAMES.

BADMINTON CROQUET.

NEW PARLOR COMBINATION.

PUNCHING BALLS.

COMPENDIUM GAMES.

BOXING GLOVES, &c., &c.

23 & 25, Queen's Road, Hongkong.

[31]

PHOTOGRAPHIC PLATES, PAPERS AND CHEMICALS. EASTMAN'S KODAKS, FILMS AND ACCESSORIES, DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & CO.,

17a, QUEEN'S ROAD, HONGKONG.

[309a]

LIQUEURS.

per Bottle.

APRICOT BRANDY \$3.00

BLACKBERRY BRANDY 2.25

CHERRY BRANDY 2.00

PEACH BRANDY 3.00

RASPBERRY BRANDY 3.00

STRAWBERRY BRANDY 3.00

41a]

H. PRICE & CO..

12, QUEEN'S ROAD.

36a]

XMAS GOODS! XMAS GOODS!!

JUST RECEIVED AND UNPACKED IN SPLENDID CONDITION.

A VERY FINE ASSORTMENT OF FRENCH, ENGLISH AND AMERICAN

FANCY SWEETS, CHOCOLATES, BISCUITS, & CAKES, &c.

ALSO A FINE DISPLAY OF

PARISIAN TOYS

FOR BOYS AND GIRLS OF ALL AGES.

42 RIVER AND COAST PORT ORDERS PROMPTLY EXECUTED.

G. GIRAUT, 6, QUEEN'S ROAD CENTRAL.

309a]

ENTERTAINMENT.

ST. GEORGE'S HALL.

GRAND CONCERT

in aid of THE ROYAL NAVAL CANTEEN,

UNDER the patronage of H.E. Sir HENRY ARTHUR BLAKE, G.C.M.G., H.E.

Major-General W. J. GASCOIGNE, C.M.G.,

Commodore FRANCIS POWELL, C.B., R.N.

will take place on

TUESDAY, the 11th December, 1900, at 9 P.M.

</

INTIMATIONS.

BROWN, JONES & CO.
MONUMENTAL SCULPTORS.AMERICAN MARBLE.
ITALIAN MARBLE.
HONGKONG GRANITE.
Designs and Prices on application.
Office, 17A QUEEN'S RD. CENTRAL, 1ST FLOORA. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH WHISKY.

A—THORNE'S BLEND, White Capsule.....	\$10.80
B—WATSON'S GLENORCHY, MELLOW BLEND, Blue Capsule, with Name and Trade Mark	10.80
C—WATSON'S ABELOUR-GLENLIVET, Red Capsule, with Name and Trade Mark	12.00
D—WATSON'S H.K.D. BLEND OF THE FINEST SCOTCH MALT WHISKIES, Violet Capsule	14.40
E—WATSON'S VERY OLD LIQUEUR SCOTCH WHISKY, GOLD CAPSULE	15.00

THORNE'S BLEND and WATSON'S GLENORCHY are high-class Soda Whiskies, of greater age than most brands in the market.

ABELOUR GLENLIVET is a very old Peat Whisky (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour.

E is of superb quality, and pronounced by leading local connoisseurs to be the best brand in the Hongkong market.

A. S. WATSON & CO.,
LIMITED.

THE HONGKONG DISPENSARY.

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The Daily Press.

HONGKONG OFFICE: 14, DES VIEUX ROAD, CL.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, December 8th, 1900

THE letter of Mr. J. J. BRYAN, Sanitary Inspector, which was read at Thursday's meeting of the Sanitary Board, called attention to a very unpleasant subject: Without going into details, it is sufficient to say that the Inspector visited the burial ground for the carcasses of cattle and pigs, and found the burial to be little better than a farce, and in consequence the air was abominably polluted. To check this, Mr. BRYAN states that he has provided for deeper trenches, and suggests the use of lime; but the burial ground, he says, will at most suffice for three months only. Other disposal of the carcasses being necessary, he proposes that after the exhaustion of the ground all condemned carcasses should be taken out to sea, weighted under proper supervision, and thrown overboard. There are altogether three alternatives at the disposal of the authorities for getting rid of these carcasses—burial, dumping in the sea, and cremation in a destructor. The first is only available in the present burial ground for three months more, and therefore it would become necessary to find a fresh spot for a cattle and swine cemetery, as the extension of the place now used is, to say the least, unadvisable. But Hongkong cannot afford to give up increasing plots of land for the inevitable pollution which follows on the use of ground for interring diseased animals in, even with the use of lime; and we cannot take dead carcasses over to the other side of the harbour to dump on the barren territory, as Mr. OREMSEY suggested would be a good thing to do with the general refuse of Hongkong. The second alternative is the committal of the bodies to the sea. Mr. HATTIGAN on Thursday mentioned the experience of 1896 as being unfavourable to this method. In March, 1896, there was a serious outbreak of cattle-plague at Pokfulam and a trial was given to this system of disposing of the diseased carcasses. On the 17th of that month we wrote: "Several carcasses have been seen floating in the sea by steamers coming to Hongkong, and the

"authorities are rather puzzled to know how on earth they got there. Heavy bags of stones were fastened round each carcass before they were dumped, but it seems that in every instance the dump was merely a dip, as even while carcasses were being thrown overboard some of them came up again. Three cargo-boats were used on the second occasion, and one suggestion is that the Sanitary Inspector who was in charge of the three boats could not superintend the proper carrying out of the work by the coolies. Of course he could not, and it will doubtless be asked by many people why one man was not placed in charge of each boat." The method, in fact, was not found to work well, and apart from the question of expense, it can only effectively cope with an outbreak of cattle disease by the employment of a number of European inspectors. But we have not in Hongkong a large staff of inspectors with little work to do. On the contrary, our Sanitary staff is none too large to cope with its present duties. The President of the Sanitary Board thinks it will be necessary to resort again to this unsatisfactory "dumping" plan until a suitable crematorium can be built. This seems certain, but we should like to know whether any provision will be made for proper supervision by inspectors in the event of outbreaks such as that of foot-and-mouth disease at Pokfulam, which might become serious at any time and is in any event difficult to deal with.

There remains the disposal of the carcasses by means of a destructor, of which we heard a good deal at the Sanitary Board's last meeting. Opinion on refuse-destructors is divided. As the President said on Thursday, they have been a success in some places and a failure in others. The Public Works Committee will shortly have before it a great mass of correspondence on the subject from the Straits, from India, and elsewhere. Mr. OREMSEY is awaiting plans and estimates from England and Bombay for a suitable crematorium for cattle and pigs, and a German tender and plan are also expected. The question of expense, however, is regarded by many as an insuperable obstacle. Mr. MAX stated that he believed that the reason for the invariable rejection of the proposal by the Public Works Committee was that this refuse-destructor recommended from time to time was not put forward as a refuse-destructor for the whole of the city, but only as an experiment by the Public Works Committee. They thought that if this one succeeded there would be various other refuse-destructors wanted, and they might be landed into very heavy expense. He suggested that the number required might not be so great as supposed, and declared himself in favour of a destructor. In characterising the dumping of refuse in the sea as "slovenly" he certainly did not use too strong a word. At home where this method is employed, as, for instance, off the east coast, care is taken that the refuse is carried well out to sea and sunk out of contact with any of the senses. To secure this result in Hongkong we should have to spend a great deal of money and enlarge our staff of inspectors. The question is whether in the long run a destructor will not prove cheaper, as the amount of refuse to be dealt with grows regularly greater. We must await the figures now expected, for it must be admitted that the former estimates seem almost to put the acquisition of a crematorium beyond our reach. The present methods are plainly only of a makeshift character. Unless a vastly improved system of marine disposal of carcasses and other rubbish can be attained, land-burial being dangerous and soon impossible, the arguments in favour of the cheapest efficient destructor obtainable look overwhelming, and it is to be hoped that Mr. OSBORNE's remark at the Sanitary Board in June, 1899—"It is very desirable to have this destructor. I have not the slightest doubt we shall get it"—will not be applicable for long in the future.

The British transport *Vadala* arrived yesterday from Taku.

The Telegraph Companies yesterday morning informed us that telegraphic communication with Shanghai was totally interrupted. In the evening we were informed that communication was restored on one cable, but that it was only possible to work very slowly.

Among those who leave for home by the English Mail to-day is Viscount Surdale, Private Secretary to His Excellency the Governor (Sir Henry Blake, G. C. M. G.), who has received an urgent message to proceed at once in consequence of the serious condition of his father, the Earl of Donoughmore. The Viscount is the only son. Mr. B. F. Johnston, Clerk of Councils, will act as Private Secretary pro tem.

The *Hoi Lo*, a trading junk of 3,000 piculs' capacity, came to grief in the harbour early yesterday morning, sinking near West Point. She had a general cargo on board, and all this was lost, but all hands were saved. She was close to Capesumun and was driven by the wind and tides on the rocks. The *Tai On* from Canton took her tow, but when she got her as far as West Point the junk, which had been badly damaged, sank in about 50 feet of water.

It is noticed that Mr. G. T. Haro, Secretary for Chinese Affairs, Federated Malay States, has been appointed Superintendent of Census there.

The Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals—

Sam Wing Cheong \$3

A Patient 5

The band of the Royal Welsh Fusiliers will play at the Hongkong Hotel this evening from 8 p.m. to 9.30 p.m. The programme will be—

March "Father's gotten" Williams

Selection "Princess Ida" Sullivan

Vals "Bogey Man" Quentin

Gavots "Thodoric" La Thiere

Selection "The Show Girl" Caryl

Value "Darling Mabel" Kappay

Extra

Gafon "Always Joyful" Hecke

God Save the Queen.

The Japanese training vessel *Tsukijima Maru*, belonging to the Tokyo Shosen Gakko, is missing with ninety-one graduates of the school. The vessel was on her way from Muroran, Hokkaido, to Shimidzu, calling at Hakodate on the 11th. She passed Kinkasan, Rikuzen province, on the 15th ult., but has not been heard of since. The school authorities have instituted rigorous inquiries, but without result so far. It is feared that she encountered exceptionally heavy weather and founders.

A *Daily Chronicle* special correspondent records that Lord Beauchamp in one of his farewell speeches in New South Wales severely

criticised the government of Sydney, declaring that some of the streets would make admirable potato-patches or market-gardens.

At the same time, in terms of strenuous appeal, he pleaded for high civic ideals, and went so far as to say that for his own part he would sooner be Mayor of Sydney than Premier of the Colony, because he felt he could accomplish more practical good than as Prime Minister.

Mr. W. F. K. Fearon, who has held the post of Belgian Consul at Kobe for several years, has resigned the appointment, and Mr. A. Hoffmann (of Messrs. H. Ahrens & Co., Nichi.) has been appointed Consul for the time being, pending receipt of confirmation from Brussels. Mr. Fearon was appointed to the post in 1887, says the local *Herald*. During his long term of office he has rendered efficient and valuable service to the foreign community in many ways, having discharged the duties of Honorary Secretary of the foreign Municipal Council until its discontinuance in July, 1899, on the abolition of extritoriality there.

The N.C. *Daily News* correspondent, writing on the 12th ult., says:—We still remain quiet in Szechuan. The *Pioneer* continues to act as our guardian with Lieutenant Chilcott and the men from the *Pique* on board. I am told that the officials have complimented our Consul on the exemplary conduct of the men. It is a dull life here for them and I have no doubt they will be glad when the day comes for them to rejoin their ship—and all the more credit to them and their gallant commander that their behaviour does honour to their country and to our small community. It is now reported that the British Government have bought the steamer outright and that she will serve in future as patrol ship for the Upper Yangtze.

The report of the Straits Trading Co. for the six months ending 30th September announces that the net profits for the half year amount to \$425,015.31, which, including \$84,089.28 brought forward from the previous account, leaves \$509,104.59 for appropriation. The directors recommend:—1. That a dividend of 10 per cent, and a bonus of \$6 per share be paid to shareholders, absorbing \$375,000; 2. That \$50,000 be added to the Reserve Fund, which will then stand at \$350,000; 3. That the balance of \$84,104.59 be carried forward to new account. The excellent result of the half year is in a great measure due to the tin account, the position of the tin market having afforded exceptional opportunities for profit.

The Bangkok correspondent of the Saigon *Opinion* has a lengthy article in that paper on British expansion in Siam. It opens thus:—In getting the Anglo-Siamese treaty of the 29th November, 1899, signed, Sir George Greville, Minister Resident at Bangkok, has achieved a veritable master-stroke. In the open Siamese Court a British agent arrived, under the indifferent eyes of our representatives, to forge this double-edged weapon that his predecessors had long been preparing. By clever proceedings England has quietly attained her object in the Malay Peninsula.

The false appearance of generosity that the British Government has shown in the negotiations has already borne fruit. After Upper Perak the Malay State of Raman has been the just recompense of England's efforts and hypocrisy.

The completion of the Japanese naval programme has been marked by the exceptional rapidity displayed by the constructors both in England and Japan. The cruiser *Izumo*, which came out last month, is now at Yokosuka having a final touching up prior to her taking her position on the station. The first-class battle ship *Hatsuse* is docked in order to be equipped with her armament. She will shortly be undocked, given a speed trial, and delivered into the hands of the Japanese Commissioners, provided the result of the trial is satisfactory. The armoured cruiser *Iwate* will be ready to be delivered to the Japanese Commissioners about the same time. As both these warships will leave England within this year, there will be only the battleship *Mikasa* remaining under construction in England in the following year. Moreover, as the work is being hurried on her construction, the latter will be completed by next June.

Witness—I am a learned man.

Mr. Francis—Your are not a learned man; you have only passed the B.A. degree.

Witness—At any rate I am second to none in Hongkong.

The cross-examination was continued at some length by Mr. Francis, and the hearing was adjourned until Monday.

An Indian contemporary records that China has sent close on 24 lakhs, and Japan about \$20,000 for the Famine Fund.

The Penang Municipal revenue for the coming year is estimated at \$454,865, and the expenditure at \$454,801.

The latest cholera figures to hand from Singapore are—Total on 27th ult., 5 cases and 4 deaths. Previously, 97 cases and 88 deaths. Total to date: 162 cases and 87 deaths.

According to the *Straits Times*, Mr. G. Whyte, the Manager of Raub, is said to be shortly going on long leave to Australia. Two of the late Mr. William Bibby's sons are reported to be about to sever their connection with the Raub Company, and to proceed also to Australia.

In all public matters the Ceylon Legislators take time by the forelock. The statue of the Queen which is to be placed on the island in commemoration of the sixtieth anniversary of her reign is to be placed in position in December, 1901. It is a full-size statue of Her Majesty in coronation robes by Mr. Watt, the eminent sculptor.

The Standard Oil Company of America, which organized a small company with a capital of 100,000 yen last year with a view to making trial works at the coal oil fields in the Yochigo province, Japan, has recently enlarged it to a great company backed by a capital of 10,000,000 yen. Its chief office is located in Yokohama.

The *Malay Mail* records that the late William Duncan, who lost his life in so gallant a fashion during the recent typhoon, was a warden in the gau at Kuala Lumpur for over three years and was a well known member of the Selangor Rifle Association. It was only last June that he left Kuala Lumpur to rejoin the Hongkong Police, in which force he had previously served for over six years.

The steamer *Heian Maru*, which arrived at Nagasaki on the 25th ult. from Taku, reported that the Russian flag was flying over the railways between Tongku and Tientsin until recently, but now the German flag is flown at the station at Tongku and another town. This change was made on the 15th. A report was current among the Chinese that the railway was to be transferred to the Germans in December next.

The *Japan Mail* has the following:—It is stated that the idea of making the island of Chingwan a basis during the winter has been abandoned, owing to the restricted accommodation afforded by the anchorage and the dangers of navigating the waters in the vicinity. Shantian itself has been chosen finally in preference, although it suffers from the disadvantage of being partly ice-bound during the depth of winter.

Ceylon papers announce the death of Lieut.-Col. Meaden. Born in Ceylon 70 years ago, he joined the 5th (Middlesex) Regiment, serving for a period at Hongkong as well as in Ceylon. He retired on pension, with the rank of Lieut.-Col. twenty-five years ago, and has since been residing in Colombo, with an occasional trip to England. He also paid a somewhat lengthy visit to China some years ago.

In a resolution reviewing the report submitted by the Chairman of the Corporation on the history and progress of the plague in Calcutta, from its commencement to the 30th June of this year, the Bengal Government observes that disinfection is the only preventive measure which it is practicable to work on a large scale in Calcutta. Sir John Woodburn has come to the conclusion that the results so far obtained from proper disinfection have been promising, and give at least some grounds for the hope that, if another outbreak cannot be avoided, it may at least be materially mitigated.

The Indian Contingent proceeding to Sydney in connection with the Australian Commonwealth celebrations comprises five British officers, one being a medical officer, thirty-four native officers, sixty-six non-commissioned officers, one hospital assistant, and about seventy attendants. The party will be representative of the Indian Army, about half being cavalry and half infantry, and will include Sikhs, Goorkhas, and Bengal Cavalry; and arrangements are being made for them to be accommodated in camp on arrival in Australia. The senior British officer accompanying is Lieutenant-Colonel Peyton, 14th Bengal Lancers.

SUPREME COURT.

Friday, 7th December.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR, SIR JOHN CARRINGTON, C.M.G. (CHIEF JUSTICE).

CHAN HUNG TUNG v. POON BUNG, SUED FOR AND ON BEHALF OF HIMSELF AND ALL OTHERS THE PARTNERS IN THE YU TEEUNG SHING FIRM.

This is a claim for \$1,970.40, money lent and interest thereon.

MR. J. J. FRANCIS, Q.C. (instructed by Messrs. Wilkinson and Grish) appeared for the plaintiffs.

MR. H. E. POLLOCK, Q.C. (instructed by Messrs. Deacon and Hastings), for the defendants.

The examination of the defendant was continued. He said he looked at the letters which came from Manila.

MR. FRANCIS—But do you read them? You cannot read the commercial running hand or understand commercial terms.

WITNESS—I am a learned man.

MR. FRANCIS—Your are not a learned man; you have only passed the B.A. degree.

WITNESS—At any rate I am second to none in Hongkong.

The cross-examination was continued at some length by Mr. Francis, and the hearing was adjourned until Monday.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

LONDON, 6th December, 6.20 p.m.

AGREEMENT TO BE MODIFIED.

Mr. Conger cables to Washington that the Ministers of the Powers accept the American proposals for a modification of the Agreement

MANILA.

[FROM OUR CORRESPONDENT.]

Manila, 3rd December.

WHOLESALE INSURGENT DESERTION—OVER 2,000 SURRENDER AND HOLD THANKS-GIVING SERVICES.

There has been a veritable landslide in the insurgent army of north-western Luzon. A whole district has surrendered and bogn the protection of the American troops. A total of 2,180 sworn insurrectos, inhabitants of the vicinity of Santa Maria and Vigan, opened negotiations with Captain Groen of the 33rd Infantry, U.S. Vols., last Friday. As Groen did not have a sufficient force to guard such a mob, he instructed them to return to their camp and to come back again on Sunday, when he would be able to receive them. In the meantime General Young was notified of the event, and he immediately set out with a troop of cavalry to ascertain the character of the outfit, and to find out whether they were bona fide soldiers or merely half-starved natives who wanted food and rest. He found that they were genuine soldiers and members of General Tinio's bold brigade. There were no rifles among them. They had simply been hounded from pillar to post, over mountains and valleys, never being able to stop in any one place for more than two or three days, until they realised that the game was not worth the candle and decided to surrender. A full belly in town, even though it be under American rule, is better than a breast full of patriotism and a diminishing waist measure in the mountains. And so they came in. To quote from General Young's report, "2,180 Katipunans to-day voluntarily renounced connection with the insurrection and swore allegiance to our government." The number includes about all the men capable of bearing arms within the jurisdiction of Santa Maria, which was considered the worst town in the district.

General Young attributes this surrender to the re-election of President McKinley and to the arrival of more troops in the district, and more especially to the vigorous enforcement of war measures and deportation of prisoners.

INSURGENT DISCOURAGEMENT.

The insurgent leaders in Manila are thoroughly disengaged. Several men who are known to be strong sympathisers were approached on the question, and they were all of the opinion that a serious blow had been given to the insurgent cause. This district under General Young has been a very successful field for the guerrillas and boloman, and General McArthur has been constantly sending in more troops. Quite recently the 36th Volunteers and a regiment of regulars were added, and against this renewed and increased activity the Filipinos soon found themselves powerless. Tinio is still at large but it is expected that he will soon give himself up, or at least go to another district.

BAVING PLANTATIONS IN SAMAR.

General Haro is down in the island of Samar with about two thousand men. He has been operating there for the last two weeks and meeting with limited success. The insurgents have followed the tactics of burning the towns and destroying the plantations on the approach of the Americans. One of the chief objects of the subjugation of this rich island is to save the hemp-plantations and restore them to the rightful owners. But the full attainment is very doubtful. The owners may have the return of their properties, but it is feared that most of the country will be devastated.

MANILA SALOON BILL.

To-morrow the Commission will hold public session on the Manila Saloon Bill. This bill, which will in all likelihood become law, institutes a most sweeping reform, and it naturally meets with considerable opposition and adverse criticism. Its clauses are concise and imperative, and have apparently been framed with special view to prevent any dodging or misunderstanding. The bill carefully regulates every branch of the liquor trade of Manila and vicinity; it enforces Sunday closing, prohibits gambling devices, also the sale of intoxicants in the public markets, booths, and plazas. Under no circumstances does it permit the sale of native wines to American soldiers. (This last is a good measure—farewell to "bino" jugs, pipe-dreams, and the guard-house.) Clause 23 sounds the death of the numerous saloons that live both sides of the city's main street, the *Escalera*; and it also prohibits the granting of licenses after April first of this year to any saloon located in specially designated districts, which practically include all the main streets and public squares. As there are many saloons in Manila that are fitted in expensive style and represent a large investment of money, there is strong opposition to the proposed law. On Wednesday the interested parties will have an opportunity to advance any arguments that they may have. Manila is such a thirsty place and so conveniently full of grog shops and wine rooms that one cannot help wondering what is to become of the unsuspecting imbibers. True enough, the military government by its night restrictions, has educated people on the "early to bed and early to rise" plan, but whether it can legislate away a man's parched throat and steady thirty remains to be seen.

LATEST STEAMER MOVEMENTS.

The O. S. S. steamer *Rhipens* left Singapore on the 7th instant, and is due in Hongkong on the 12th inst., a.m.

The sloop of the N. P. steamer *Energia* arrived in New York on the 5th inst.

The Imperial German Mail steamer *Irene*, carrying the German Mails with dates from Berlin of the 12th ult., left Singapore on Wednesday, 5th inst., at 6 p.m., and may be expected here on or about Sunday afternoon, the 9th inst.

THE NAVY LEAGUE.

HONGKONG BRANCH.

We have received from the Hon. Secy., Mr. H. E. Pollock, the following report, with a statement of accounts, for the period of two years ending the 30th September, 1900:

The following is a summary of the various subjects which have occupied the attention of the Committee of the Hongkong Branch of the Navy League during the past two years.

1.—The difficulty which arises in connection with the docking of H.M.S. *Victorious* in the Far East.

During the past few months, the Naval Yard Extension Scheme, which includes the construction of a large dock, has been actively proceeded with.

2.—The necessity for extending the boundaries of the New Territory so as to include Kowloon City, and so as to include also a sufficient stretch of land to the north of Shenzhen to constitute a good strategic frontier. We also pointed out the risk which would accrue to British prestige if Shenzhen were given back to the Chinese.

Kowloon City has been brought under British jurisdiction, but the country round Shenzhen is still Chinese territory, and Shenzhen has been returned in return for a pecuniary indemnity.

3.—The necessity for bringing the number of Artillery Officers and men in this Colony up to that proper complement of strength which had been sanctioned by the War Office.

This deficiency has recently been remedied.

4.—The necessity for increasing the Garrison of the Colony, not merely from the point of view of the defence of the Colony and its hinterland, but also in order that we might have some spare troops of all arms ready and equipped for despatch as a movable column to any part of China where our interests might be threatened by local disturbances.

We have also urged that a Mountain Battery should be sent out here.

The recent disturbances at Peking and Tientsin have shown how suddenly an apparently peaceful condition of affairs in China may change into a dangerous situation.

5.—The defences of the condition of the South shore of the Island of Hongkong, and the passes in the range of hills behind Kowloon.

So far as can be seen, nothing substantial has been done to remedy this.

6.—The fact that some of our most important forts in the Colony were armed with muzzle-loading Ordnance.

Our representations on this subject appeared in the British Press, and we believe that active steps are being taken to remedy this.

7.—The fact that our Peking Relief Force took up North with them some practically useless muzzle-loading guns, bring black-powder ammunition.

It is very much to be hoped that such a discreditable state of affairs will not occur again. The Chinese had good guns bring smokeless ammunition.

8.—The fact that our local Volunteers have been recently supplied with new guns of the same old muzzle-loading pattern as before.

It needs no argument to show that, if our Volunteers are to bear an effective part in the defence of this Colony, they must be provided with efficient weapons.—Bismarck said: "If we are obliged to stake the blood of our people against our enemies in the field, then are we also bound to provide them with the best weapons of offence and defence which money can procure."

9.—The question of the Manning of the Navy:

Captain G. C. Anderson delivered an interesting lecture upon this subject in July, 1899, which was printed and circulated to Members and Associates.

The head office of the League in London has also made suggestions to the Admiralty and Board of Trade for remedying the evil, but so far these suggestions have not been well received by those in authority.

The question is admitted a very difficult one to deal with, but that something must be done is sufficiently proved by the following statement of Mr. Ritchie, in the House of Commons, on the 20th February, 1897:

"In the event of Naval War, the Naval Reserves will be called out, the result will be that the British Mercantile Marine will be entirely manned by Foreigners."

10.—The importance of an effective patrol of the inland waterways of China for the suppression of piracy. The Head Office has been duly informed of these piratical attacks from time to time. Unfortunately the recent affair on board the *Perseverance* seems to indicate that more strenuous measures will have to be adopted in the future.

11.—The relative strength of the British Fleet in these waters as compared with Fleets of other Powers.

This is the most serious and pressing subject of all. It is absolutely impossible for Great Britain to adopt a firm and consistent line of policy in the Far East, unless she possesses sufficient material force of her own to rely upon in case of need.

Among other interesting events, from a Naval point of view, may be mentioned:

1.—The dinner which was given by this branch of the League to Lord Charles Beresford on the 3rd January, 1899, when he was passing back through here on his way home.

2.—The arrival of the *Terrible* here from South Africa in May this year. A public subscription was started which was liberally contributed to, and, in the result, some pleasant functions took place in honour of the captain, officers and crew. The unexpected balance of the fund was recently forwarded to Captain Percy Scott in aid of those who were disabled in the recent campaign up North and in the families of those who had fallen.

3.—The opening of the Royal Naval Canteen at Wanchoe by Mr. Powell.

4.—The starting of a branch of the Navy League at Singapore.

It is to be hoped that the following pressing problem will occupy the early attention of the new Parliament:

1.—The passing of a New Naval Defence Act, in order to ensure a fixed and steady increase of Naval strength, such as is suited to the necessities of the Nation and to the Naval programmes of other Powers.

2.—The provision of an adequate Naval Reserve, with possibly a Reserve from Canada, Australia and New Zealand affiliated to the Home Reserve.

3.—Provision for the training of Naval Reserves in *Ships-of-war*, *at sea*.

4.—The re-arming with modern breech-loading guns of those of our battleships which are now armed with muzzle-loading guns and which are sufficiently efficient to be worth re-arming.

WHITE AND SOUND TEETH. ROWLAND &

ODORIO is the best and purest dentifrice, being warranted free from any acid or gritty ingredients; it whitens and preserves the teeth, eradicates the formation of tartar, removes spots of incipient decay, polishes and preserves the enamel, sweetens the breath, induces a healthy action of the gums, causing them to assume the brightness and colour indicative of perfect soundness. ROWLAND'S ESSENCE OF TURP is magnificient. Robinson in E. Flat; Nunc Dimitiss, Hopkins in A flat; Hyams, 243, 251 and 222; Vesper Hymn, Sterns' Voluntaries and Grand Chœur "Cantilène," Salome.

TERMS VERY MODERATE.

Consultation Free.

Hongkong, 23rd September, 1891.

5.—The striking off from our lists of battleships of all ships armed with muzzle-loading guns, which are not worth re-arm.

6.—The provision of fast steam-colliers and floating workshops to accompany our Fleet.

7.—The abolition, so far as practicable, of wooden fittings in our Ships-of-war.

It is also much to be desired that some scheme for fixing definite responsibility upon the First Lord of the Admiralty, in respect of any deficiencies in our Navy, should be devised. Each Head of a Department should be held responsible for defects in his own Department and should not be allowed to shelter himself behind any theory as to the collective responsibility of the Cabinet.

In connection with contagious disease, some considerable improvement in the health of our local forces was caused by the passing of Ordinance 31 of 1899, but recent arrivals of troops in the Colony have unfortunately sent the returns up again.

The present number of Members is 277 and the present number of Associates 33 as against 268 Members and 50 Associates at the date of the last Report, that is to say, on the 1st December, 1898.

The accounts show a balance in hand of \$1,134.36.

VERNON & SMYTH'S SHARE REPORT.

Messrs. Vernon and Smyth say in their Weekly Share Report, dated Hongkong, 7th December:—The business of the week calls for a special comment, except a boom in Douglasses and a firmness in Cement and Punjoms. Other Stocks have ruled quiet, with no special features to report.

BANKS.—Hongkong and Shanghai have been neglected as regards actual business, but rates have ruled strong in sympathy with a rise of 10s. on the London Market. Small sales have been made at 321 and 322 per cent. premium, market closing steady at 322. Nationals continue in demand at \$22 to \$24.

MARINE INSURANCES.—With the exception of Cantons, which have improved to \$140, small sales of Unions at \$245 and China Traders at \$50, there is nothing to report under this heading.

FIRE INSURANCES.—Hongkong have changed hands at \$295 and Chiwas at \$76 and 375 in small lots.

SHIPPING.—Hongkong, Canton and Macao were dealt in to a fair extent in the early part of the week at \$33, \$33, \$33 and \$34. Market, however, closes easier with sellers at \$34. Indes have been placed at \$96 and \$96 cash, and at equivalent rates forward. Douglasses continuing in demand suddenly jumped to \$46, at which a few shares changed hands; later with no shares available the rate rose further to \$50, at which rate a fair number changed hands.

MINING.—A fair business has been done in Panjoms at from \$3 to \$4.10, market closing quiet at latter rate. Rands have further declined to \$47 without any business. Jebeus, Caldonians and Oliver B's have changed hands at quotations. Charbonnages continue in demand, but without business.

REFINERIES.—China Sugars continue quiet at \$123 without any business to report. Luzons could be placed at \$36.

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NEW ADVERTISEMENTS

CHINA COMMERCIAL COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the China Commercial Company, Limited, will be held at the Company's Office, No. 36, QUEEN'S ROAD CENTRAL, Victoria, Hongkong, THIS DAY (SATURDAY), the 8th day of December, 1900, at 12 o'clock NOON, when the subjunctive resolutions will be proposed. Should the resolutions be passed they will be submitted for confirmation as special Resolutions to a Second Extraordinary Meeting which will be subsequently convened.

RESOLUTIONS.

1.—That Article VII. of the Articles of Association of the Company be struck out and in lieu thereof the following Article to be numbered VII. be substituted:

"VII.—The Manager of the Company may from time to time increase the capital of the Company by the issue of new shares of any amount to be issued at such times and upon such terms and conditions as the manager shall think fit and the Company may by special Resolution subdivide its shares or any of them."

2.—That the words "with the assistance and advice of the Secretary" be struck out of Clause 1 of Article XI. of the Articles of Association of the Company.

3.—That Clause 1 of Article XIV. of the Articles of Association of the Company be struck out and in lieu thereof the following Clause to be numbered 1 of the same Article XIV. be substituted:

"XIV.—The Manager of the Company may at any time declare a dividend to be paid to the members in proportion to their shares."

C. EWENS,

Manager.

Hongkong, 8th December, 1900. [3093]

IMPERIAL GERMAN MAIL LINE.

FOR SHANGHAI, NAGASAKI, HIIGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZESS IRENE".

OF THE NORDEUTSCHE LLOYD,
Captain P. Wettin, due here with the outward
Geman Mail about SUNDAY AFTERNOON,
the 9th inst., will leave for the above places about
36 hours after arrival.

NORDEUTSCHE LLOYD.

For further Particulars apply to

MELCHERS & CO.,

Agents.

Hongkong, 8th December, 1900. [3094]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, PORT SAID, COLOMBO AND SINGAPORE.

THE Company's Steamship

"WAKASA MARU".

having arrived from the above Ports, Consignees are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 14th instant will be subject to rent.

No Five Insurance will be affected.

All ship-damaged packages must be left in the Godowns and Notice of same sent to this Office before the 17th inst., or claims in connection therewith will not be recognized.

NIPPON YUSEN KAISHA.

Hongkong, 7th December, 1900. [3097]

OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"DARDANUS"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Undersigned; in both cases it will lie at Consignee's risk. The Cargo will be ready for delivery from Craft or Godown on and after the 7th instant.

Optional cargo will be landed unless notice has been given prior to steamer's arrival.

Goods undelivered after the 14th instant will be subject to rent. All damaged Goods must be left in the Godowns, where they will be examined at 11 A.M. on the 14th instant.

BUTTERFIELD & SWIRE,

Agents.

Hongkong, 7th December, 1900. [3028]

THE HONGKONG WEEKLY PRESS is now ready and contains—

Leading Articles:—

The Drift of Events in China.

Honouring the Empress Dowager.

The Blake Pier.

What the Trans-Siberian Railway has done.

The Case of King Lien-shan.

The China Association and the China League.

The Crisis. Telegrams.

Secretary Board.

The Crisis in China.

Public Meeting on the Relief of Typhoon Sufferers.

St. Andrew's Hall.

Fire in Queen's Road Central.

During Escape from American Transport "Grant."

The Society of St. Vincent de Paul.

Arrival of Earl Beauchamp in Hongkong.

Lady Blake at the Woman's Conference, Shanghai.

Canton.

Peking and Tientsin News.

Correspondence.

A. S. Watson & Co., Ltd.

Supreme Court.

The "Perseverance" Piracy.

Cricket.

Football.

Royal Hongkong Yacht Club.

Bowling.

Boxing at the City Hall.

Boating.

Hongkong Volunteer Corps.

Reviews.

Cable Connection of the Philippines and the U.S.A.

The China Station.

The Dangers of Uncertified Navigators.

The Typhoon at Guan.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance; postage, \$2.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 3¢ cents each, or \$1 for three copies Cash.

Hongkong, 8th December, 1900. [2975]

NEW ADVERTISEMENTS

THE HONGKONG RIFLE ASSOCIATION.

A. S. WATSON & CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THERE will be a COMPETITION FOR SPOONS ON SATURDAY.

the 8th instant, at 2.45 P.M.

Ranges—200, 500 and 600 yards.

Position at 300, Standing.

at 300, Kneeling.

Seven Shots and one Sight.

MOWBRAY & NORTHCOOTE

Hon. Secretary.

Hongkong, 8th December, 1900. [292]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"SUISANG."

having arrived from the above Ports, Consignees of cargo by her are hereby informed that their goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after NOON, the 11th inst., will be landed at Consignee's risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATTHESON & CO.

General Managers.

Hongkong, 7th December, 1900. [3093]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG."

Captain Tadd, will be despatched as above on THURSDAY, the 13th inst., at NOON.

For Freight or Passage, apply to

JARDINE, MATTHESON & CO.

General Managers.

Hongkong, 7th December, 1900. [3094]

FOR KOBE.

THE Steamship

"YEDO MARU."

Captain S. Saito, will be despatched as above on THURSDAY, the 13th inst., at 4 P.M.

For Freight or Passage, apply to

JARDINE, MATTHESON & CO.

Agents.

Hongkong, 7th December, 1900. [3095]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

(ROB. M. SLOMAN & CO., HAMBURG.)

FOR NEW YORK VIA SUEZ CANAL.

THE full-powered Steamship

"VERONA."

Captain Hansen, will be despatched for the above port on FRIDAY, the 21st December.

For Freight, apply to

CARLOWITZ & CO.

Agents.

Hongkong, 7th December, 1900. [3098]

AT THE SEAT OF WAR.

BEING an Account of the Doings of the

2ND BATT. ROYAL WELSH FUSILIERS

in the

NORTH CHINA CAMPAIGN, 1900.

Reprinted from the Hongkong Daily Press.

Price—10 cents per copy cash.

Copies can be obtained at the Soldiers' Club, or Booksellers.

Hongkong, 6th December, 1900. [3081]

FOR SALE.

TWO POWERFUL HYDRAULIC PLEESES.

For further particulars, apply to

MESSRS. LAUTS, WEGENER & CO.

Hongkong, 5th December, 1900. [3069]

PUBLIC COMPANY.

THE PUNJOM MINING COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above-named Company will be held at the Company's Office, No. 3, Des Vaux Road, Victoria, in the Colony of Hongkong, THIS DAY (SATURDAY), the 8th day of December, 1900, at NOON, for the purpose of Considering and, if thought fit, Passing a or B Resolutions following, viz.—

RESOLUTIONS A.

1.—That the Capital of the Company be increased by the creation and issue of 60,000 New Ordinary Shares of \$10 each, with the sum of \$1 paid up on each, and that the Directors be empowered and authorised to accept surrenders of the present 60,000 Ordinary Shares of the Company of \$8 each on which the sum of \$8 each has been paid up, and that one New Share of \$10, with the sum of \$8 paid up thereon, be given in lieu of and in exchange for each old share of \$8 fully paid up, and that thereupon the said old shares be cancelled.

2.—That of the remaining \$2 payable in respect of each of the New Shares the sum of \$1 be paid on the surrender of the old share, and that the residue be (if necessary) called up and paid at such times and in such instalments as the Board may determine.

RESOLUTIONS B.

1.—That the Capital of the Company be increased by the creation and issue of 60,000 New Ordinary Shares of \$12 each with the sum of \$8 paid up on each, and that the Directors be empowered and authorised to accept surrenders of the present 60,000 Ordinary Shares of the Company of \$8 each on which the sum of \$8 each has been paid up, and that one New Share of \$12 with the sum of \$8 paid up thereon be given in lieu of and in exchange for each old share of \$8 fully paid up, and that thereupon the said old shares be cancelled.

2.—That of the remaining \$4 payable in respect of each of the New Shares the sum of \$1 be paid on the surrender of the Old Shares and that the residue be (if necessary) called up and paid at such times and in such instalments as the Board may determine.

Should either of the above Resolutions be passed by the requisite majority, they will be submitted for confirmation as Special Resolutions to a Second Extraordinary General Meeting which will be subsequently convened.

By Order.

A. H. MANCELL,

Secretary.

Hongkong, 5th December, 1900. [2848]

THE HONGKONG ELECTRIC COMPANY, LIMITED.

SHAREHOLDERS, who have not yet

paid the Call of \$3 per Share on the

New Issue of Shares, due on 1st instant, are

hereby reminded that same should be paid

forthwith and Scrip sent in to the Company's

Office for endorsement and notice is hereby

given that, in accordance with the provisions

of the Company's Articles of Association, interest at the rate of 12 per cent. per Annum

from 1st inst. till date of payment will be

charged on all such calls outstanding after this date.

By Order.

GIBB, LIVINGSTON & CO.,

Agents.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & CO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DISPATCHED
LONDON, &c., VIA PORTS OF CALL	SOBRAON	Brit. str.		M. Wibmer, E.N.E.	P. & O. S. N. Co.	To-day, at Noon.
LONDON	ANTENORE	Brit. str.		Jackson	BUTTERFIELD & SWIRE	On 13th inst.
LONDON	SCOTSEA	Brit. str.		T. H. Hise, R.N.E.	P. & O. S. N. Co.	On or about 15th inst.
LONDON	CALICHA	Brit. str.		Bartlett	BUTTERFIELD & SWIRE	25th inst.
LONDON	ACHILLES	Brit. str.		Brown	BUTTERFIELD & SWIRE	On 8th Jan.
LIVERPOOL	ULYSSES	Brit. str.		Edmonson	BUTTERFIELD & SWIRE	14th inst.
BREMEN, VIA PORTS OF CALL	KONIG ALBERT	Ger. str.		O. C. Guppert	MELCHERS & CO.	12th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, V. SPOKE, &c.	INABA MARU	Jap. str.		W. Bainbridge	NIPPON YUSEN KAISHA	14th inst., at Daylight.
MARSEILLES, &c., VIA PORTS OF CALL	ENEERT SIMONS	Fren. str.		Durrance	MESSAGERIES MARITIMES	17th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP, V. SPOKE, &c.	SHINANO MARU	Jap. str.		G. E. P. Cook	NIPPON YUSEN KAISHA	23rd inst., at Daylight.
HAVRE & HAMBURG	AMERICA	Ger. str.		A. Wagner	CARLOWITZ & CO.	Or about 8th inst.
HAVRE & HAMBURG	AGRONIA	Ger. str.		Hempel	CARLOWITZ & CO.	Or about 20th inst.
HAVRE & HAMBURG	WITTENBERG	Ger. str.		Schmidt	CARLOWITZ & CO.	Or about 30th inst.
HAVRE & HAMBURG	SAMIA	Ger. str.		Bakke	CARLOWITZ & CO.	Or about 8th Jan.
HAVRE & HAMBURG	HOLATTA	Ger. str.		E. G. Warner	CARLOWITZ & CO.	Or about 20th Jan.
HAVRE & HAMBURG	HUDSON	Brit. str.		Hansen	DODWELL & CO., LIMITED	Quick despatch.
NEW YORK VIA PORTS AND SUZ CANAL	GLENTARTNEY	Brit. str.		H. Pyling, R.N.E.	McGREGOR BROS. & GOW	12th inst.
NEW YORK	VERONA	Brit. str.		W. Frakes	MELCHERS & CO.	21st inst.
NEW YORK VIA SUZ CANAL	DEVONSHIRE	Brit. str.		J. McIndyre	CANADIAN PACIFIC R. CO.	Or about 30th inst.
NEW YORK	R. MOREB	Brit. ship.			DODWELL & CO., LIMITED	Quick despatch.
VANCOUVER, VIA SHANGHAI, &c.	EMPEROR OF JAPAN	Brit. str.			ARNHOUD, KARBERG & CO.	18th inst.
VICTORIA, B.C., & TACOMA VIA FOOCHEW, &c.	GLENOGLE	Brit. str.			O. & O. S. S. CO.	Or about 30th inst.
PORTLAND, OREGON, &c., VIA JAPAN, &c.	ADATO	Brit. str.			TOYO KISEN KAISHA	18th inst., at Noon.
SAN FRANCISCO VIA AMOY, &c.	GAELO	Brit. str.			PACIFIC MAIL S. CO.	27th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	HONGKONG MARU	Jap. str.			BUTTERFIELD & SWIRE	10th inst.
SAN DIEGO, &c., VIA MOJI, &c.	CHINA	Amer. str.			GIBB, LIVINGSTON & CO.	11th inst., at 4 P.M.
AUSTRALIAN PORTS	CARLISLE CITY	Brit. str.			NIPPON YUSEN KAISHA	14th inst., at Daylight.
AUSTRALIAN PORTS	CHINOTU	Brit. str.			NIPPON YUSEN KAISHA	28th inst., at 4 P.M.
AUSTRALIAN PORTS	ABILE	Brit. str.			NIPPON YUSEN KAISHA	13th inst., at 4 P.M.
ROBERTA MARU	ROBERTA MARU	Jap. str.			JARDINE, MATHESON & CO.	To-day, at Noon.
TSUNA	TSUNA	Brit. str.			JARDINE, MATHESON & CO.	13th inst., at 4 P.M.
WAKASA MARU	WAKASA MARU	Jap. str.			NIPPON YUSEN KAISHA	21st inst., at Daylight.
JINSHAN	JINSHAN	Brit. str.			NIPPON YUSEN KAISHA	21st inst., at Noon.
YEDO MARU	YEDO MARU	Jap. str.			BUTTERFIELD & SWIRE	10th inst.
KANAGAWA MARU	KANAGAWA MARU	Jap. str.			GIBB, LIVINGSTON & CO.	11th inst., at 4 P.M.
YAWATA MARU	YAWATA MARU	Jap. str.			NIPPON YUSEN KAISHA	14th inst., at Daylight.
WOOSUNG	WOOSUNG	Brit. str.			NIPPON YUSEN KAISHA	28th inst., at 4 P.M.
BENGAL	BENGAL	Brit. str.			NIPPON YUSEN KAISHA	13th inst., at 4 P.M.
JAVA	JAVA	Brit. str.			JARDINE, MATHESON & CO.	To-day, at 3 P.M.
PRINCESS IRENE	PRINCESS IRENE	Ger. str.			JARDINE, MATHESON & CO.	13th inst., at 4 P.M.
HAILOONG	HAILOONG	Brit. str.			NIPPON YUSEN KAISHA	27th inst., at Noon.
AKASHI MARU	AKASHI MARU	Jap. str.			BUTTERFIELD & SWIRE	10th inst.
THALES	THALES	Brit. str.			GIBB, LIVINGSTON & CO.	11th inst., at 4 P.M.
MAIDZUREN MARU	MAIDZUREN MARU	Jap. str.			NIPPON YUSEN KAISHA	14th inst., at Daylight.
ANPING MARU	ANPING MARU	Jap. str.			NIPPON YUSEN KAISHA	28th inst., at 4 P.M.
ESMEBALDA	ESMEBALDA	Brit. str.			NIPPON YUSEN KAISHA	13th inst., at 4 P.M.
CHINGTU	CHINGTU	Brit. str.			JARDINE, MATHESON & CO.	Quick despatch.
YUENSANG	YUENSANG	Brit. str.			DODWELL & CO., LIMITED	10th inst.
DIAMANTE	DIAMANTE	Brit. str.			MITSUBI BUSAN KAISHA	19th inst.
HIROSHIMA MARU	HIROSHIMA MARU	Jap. str.			MITSUBI BUSAN KAISHA	10th inst.
BORMIDA	BORMIDA	Ital. str.			MITSUBI BUSAN KAISHA	11th inst.
SUISANG	SUISANG	Brit. str.			MITSUBI BUSAN KAISHA	12th inst., at Noon.
MAUSANG	MAUSANG	Brit. str.			MITSUBI BUSAN KAISHA	13th inst., at Noon.

SHIPPING.

ARRIVALS.
Dec. 6. SUHANG, British steamer, 1,770, E. J. Told Calcutta via Penang and Singapore
28th November, General — JARDINE, MATHESON & CO.
Dec. 7. ESMERALDA, British str., 966, G. T. Blaxland, Manila 4th Dec., General — SHEWAN TOMES & CO.
Dec. 7. DAPHNE, German str., 1,200, Nissen, Swatow 6th Dec., Ballast — EAST ASIATIC TRADING CO.
Dec. 7. WAKABA MARU, Jap. str., 3,881, J. B. Macmillan, London and Antwerp 8th Oct., General — NIPPON YUSEN KAISHA.
Dec. 7. FOOCHOW, British str., 1,068, Fusiki, Keelung 4th Dec., Coals — JAPANESE CHINESE.
Dec. 6. DAYBREAK, British steamer, 900, Best, Canton 7th Dec., General — CHINESE.
Dec. 7. VADALA, British transport, 3,834, S. Bonn Taku 25th November.
Dec. 7. FUSHUN, British str., 1,500, W. H. Lum, Shanghai 4th December, General — CHINESE.
Dec. 7. CHINOTU, British steamer, 2,608, J. E. Williams, Moji 3rd December, General — BUTTERFIELD & SWIRE.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.
7TH DECEMBER.
Tsurugison Maru, Japanese str., for K'chinotzu.
Mawang, British str., for Sandakan.
Australia, British str., for Shanghai.
Dardanus, British str., for Shanghai.
Fushan, British str., for Canton.
Thales, British str., for Swatow.
Pyrrhus, British str., for Singapore.
Goodwin, British str., for Maci.
Munchen, German str., for Sydney.
Quaria, German str., for Singapore.
Tetra, German str., for Amoy.
J. Diederichsen, German str., for Haiphong.
Haitan, French str., for Hoioh.
Sierra Cordera, British ship, for Royal Road.
State of Maine, Amer. ship, for New York.

DEPARTURES.

THE HARBOUR MASTER'S OFFICE.
7TH DECEMBER.
Dec. 7. LOONGMOON, Ger. str., for Shanghai.
Dec. 7. MUNCHEN, German str., for Sydney.
Dec. 7. J. DIEDERICHSEN, German str., for Haiphong.
Dec. 7. HOLSTEIN, German str., for Saigon.
Dec. 7. TERRATOS, German str., for Amoy.
Dec. 7. QUARTA, German str., for Singapore.
Dec. 7. HATLAN, French str., for Hoioh.
Dec. 7. GOODWIN, British str., for Moji.
Dec. 7. TAIYUAN, British str., for Weihsien.
Dec. 7. PYRRHEUS, British str., for London.

VESSELS IN DOCK.

ABERDEEN DOCKS.—Tatar, Clara, H.M.S. Otter, Empress of Japan, Lungkhang, Zuike, Solent, H.M.S. Algerine, H.M.S. Sandpiper. COSMOPOLITAN DOCK.—Tacoma, Tsingtan, Scindia.

SHIPPING REPORTS.

The British steamer Chingtu, from Yokohama 28th Nov., Kobe 1st Dec. and Moji 3rd, had light winds and fine weather throughout.

The British steamer Suisang, from Calcutta, Penang and Singapore 28th Nov., had strong northerly winds and heavy sea from Amaha Island to east of Maclesfield Bank; thence to port moderate to fresh E.N.E. wind and moderate sea.

The British steamer Esmeralda, from Manila 4th Dec., had fresh to moderate monsoon and general fine weather. Spoke str. Perla and str. Zafiro both bound S.W.

VESSELS ON THE BERTH

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA DIRECT.

THE Company's New Steamship

"DIAMANTE."

Captain A. Ramsay, will be despatched as above on THURSDAY, the 13th inst., at 5 P.M.

The attention of Passengers is directed to the excellent accommodation provided by this steamer. She is fitted throughout with Electric Light.

A doctor is carried.

For Freight or Passage, apply to SHEWAN TOMES & CO., General Managers.

Hongkong, 6th December, 1900. [3082]

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG.

THE Company's Steamship

"HAILOONG."

Captain Bathurst will be despatched for the above port TO-DAY, the 8th instant, at NOON. For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 6th December, 1900. [3085]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SANDAKAN.

THE Company's Steamship

"MAUSANG."

Captain E. Cox, will be despatched as above TO-DAY, the 8th inst., at NOON.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 3rd December, 1900. [3050]

POSTPONEMENT.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above ports TO-DAY, the 8th inst., at 3 P.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO., General Managers.

Hongkong, 6th December, 1900. [3087]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR KOBE.

THE Company's Steamship

"ONSANG."

Captain Young, will be despatched as above TO-DAY, the 8th inst., at 3 P.M.

For Freight, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 3rd December, 1900. [3049]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"ESMEBALDA."

Captain Blaxland, will be despatched as above TO-DAY, the 8th inst., at 5 P.M.

This Steamer has superior accommodation for Passengers and is fitted throughout with the Electric Light.

A doctor is carried.

For Freight or Passage, apply to

SHEWAN TOMES & CO., General Managers

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR SEABEES, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Company's Steamship

"SOBEAON."
Captain L. M. Wibmer, D.N.E., carrying Her Majesty's Mails, will be despatched from Hongkong on SATURDAY, the 8th December, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.

Hongkong, 26th November, 1900.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHISON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU, TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.
S.S. "CARLISLE CITY" On 10th Dec.
3,002 Tons.... On 25th Dec.

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO and SAN FRANCISCO via MOJI, KOBE, YOKOHAMA, and HONOLULU, on MONDAY, the 10th December.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents,

Hongkong, China and Japan.

Hongkong, 6th December, 1900.

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TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yonokohama, and Honolulu)

NIPPO MARU (via Nagasaki, Saturday, Jan. 12, 1901, at Noon.)

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yonokohama, and Honolulu)

TAKING CARGO AND PASSENGERS TO SYDNEY AND MELBOURNE, (Calling at TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Twin-Screw Steamship

"HONGKONG MARU"

will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 18th December, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embark at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to

CARLOWITZ & CO.,

Agents,

Hongkong, 3rd December, 1900.

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THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU"

Captain S. Atsumi, will be despatched for the above ports on WEDNESDAY, the 12th December, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents,

Hongkong, 28th November, 1900.

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FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MANILA.

THE Steamship

"HUDSON".

will be despatched for the above port about the end of December, and will be followed by the Steamship

"POLAR ST. JERNEN"

about the middle of January, 1901.

For Freight, apply to

DODWELL & CO., LTD.,

Agents,

Hongkong, 3rd December, 1900.

[3045]

NATAL LINE OF STEAMERS.

THE Under-signed GENERAL AGENTS

in CHINA and JAPAN for the above Line

are prepared to issue THROUGHBILLS

OF LADING for all the principal ports in

SOUTH AFRICA, in connection with the

CHINA SHIP NAVIGATION Co.'s fortnightly

service hence to CALCUTTA. Sailings from

CALCUTTA for CAN Ports every fortnight.

For Freight and further particulars, apply to

DODWELL & CO., LIMITED,

General Agents for China and Japan.

Hongkong, 4th August, 1897.

VESSELS ON THE BERTH

OCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GAELIC (via Shanghai), Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)

TUESDAY, Dec. 11, at NOON.

DODGE (via Shang-

hai, Nagasaki, Kobe,

Inland Sea, Yokohama

and Honolulu)

SATURDAY, Jan. 5,

Inland Sea, Yokohama

and Honolulu)

TUESDAY, Jan. 23,

Inland Sea, Yokohama

and Honolulu)

TUESDAY, Dec. 11, at NOON.

PROPOSED SAILINGS FROM HONGKONG.

Agents, Hongkong, 8th December, 1900. [2033]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHINGTU".

Captain Williams, will be despatched as above on TUESDAY, the 11th December, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

For Passage, apply to

BUTTERFIELD & SWIRE,

Agents,

Hongkong, 8th December, 1900. [2034]

GLEN LINE OF STEAMERS.

FOR NEW YORK.

THE Company's Steamship

"GLENARTNEY".

Captain E. G. Warner, will be despatched for the above port on WEDNESDAY, the 12th December.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,

Agents,

Hongkong, 21st November, 1900. [2040]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSAM".

Captain Wolfe, will be despatched as above on THURSDAY, the 13th inst., at 4 P.M.

This steamer has superior accommodation for First-class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,

General Managers

Hongkong, 7th December, 1900 [3090]

CHINA NAVIGATION COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

THE Company's Steamship

"TSINAN".

Captain Anderson, will be despatched as above on THURSDAY, the 13th inst., at 4 P.M.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

Agents,

Hongkong, 8th December, 1900. [3044]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE (Calling at TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Twin-Screw Steamship

"AIRLIE."

Captain St. John George, will be despatched for the above ports on FRIDAY, the 14th December, at DAYLIGHT.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For further information as to passage and freight, apply to the Agency of the Company, Queen's Building.

J. S. VAN BUREN,

Agent,

Hongkong, 5th December, 1900. [13]

NOTICE.

PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO.

VIA INLAND SEA OF JAPAN, KOBE

AND YOKOHAMA.

TAKING CARGO TO JAPAN PORTS, THE UNITED STATES, AND CANADA.

THE Steamship

"ADATO".

2145. Captain J. McIntyre, will be despatched for the above ports on FRIDAY, the 14th December, at 4 P.M.

or about 30th Dec., for PORTLAND (OR.)

VIA MOJI KOBE AND YOKOHAMA.

Through Bills of Lading issued to any point in the United States and Canada.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be accepted at the Office of the Undersigned until the same time. All Parcels should be marked to address in full; value of same is required.

Value of same is required.

Consular Invoices, to accompany cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

Shipping Orders will be granted on board until 4 P.M. Specie and Parcels until 3 P.M. on the 13th December. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

For further information as to Freight rates, &c., apply to

ARNHOED, KARBERG & CO.,

Agents,

